

COUNTRY Germany (Russian Zone)

DATE DISTR. 1 May 1950

SUBJECT Curtailment of Freight and Passenger Traffic;
Eastward Movement of Empty Rolling Stock

NO. OF PAGES 2

PLACE ACQUIRED

NO. OF ENCLS. LISTED BELOW

DATE OF INFO.

Supplement to Report NO. 50X1-HUM

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT 50 U.S.C. 31 AND 32. AS A RESULT, ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

Exempt as noted

50X1-HUM

Class. Changed to TS//SI//C

1. Freight traffic was reduced in the Cottbus Reichsbahn Directorate during the period 23 February - 10 April 1950. Several categories of passenger trains were suspended until 3 April 1950. The traffic restrictions were explained as being the result of a critical coal shortage in the Russian Zone allegedly caused by a reduction in deliveries of Polish pit coal. Locomotives belonging to Railroad Brigades and long-distance passenger train locomotives were forced to burn lignite. The coal bottleneck still exists.* 50X1-HUM
2. Boxcar reserves were ordered to be dissolved. This concerns 7,000 boxcars which have reportedly been held in reserve since the fall of 1949 and which have been reassigned to railroad operations since February 1950. Rolling stock was then held in reserve, allegedly for grain shipments which, however, never occurred.**
3. Empty rolling stock was shifted to the East. Since 1 April one boxcar train of 60 axles each has been dispatched to the Guben border station every day. the trains were allegedly intended for hauling grain. None of these trains has returned far. 50X1-HUM 50X1-HUM
4. repeatedly observed trains composed of flatcars equipped with side racks, and fifteen and thirty-five ton flatcars sidetracked at various railroad stations. These trains averaged thirty to thirty-five cars.
5. On 4 April, trains consisting of flatcars with wooden side racks were observed sidetracked in the Cottbus freight station. These trains included an estimated thirty-five cars each; there was no indication in which direction they were to be used. The tracks of the station were filled to capacity. The trains were dispatched on 5 April, presumably in an easterly direction. No loaded trains were observed returning from the East. The train movements were carried out on direct orders from the Russian Zone railroad management; no information on the destination of these trains was available at the RBD Cottbus.***
6. Two trains consisting of 18 - 20 heavy-duty flatcars were assembled at the Cottbus freight car depot in early April. Both left Cottbus on 6 April heading east. A third train of twenty cars of the same type stopped at the depot on 8 April. Its engine pointed east. A fourth train consisting of 30 - 35 flatcars equipped with side racks stopped at the same depot on 10 April. Its

BY CABLE

~~SECRET/CONTROL~~ - U.S. OFFICIALS ONLY

CENTRAL INTELLIGENCE AGENCY

50X1

- 2 -

engine also pointed east.

50X1-HUM

* Comment: The critical coal situation in the Russian Zone may account for the cancellation of 50X1-HUM
500 - 600 freight and more than 100 passenger trains daily

It is not known on what grounds the Polish pit coal deliveries were reduced. 50X1-HUM
It is possible that the coal is being stockpiled along railroad lines in the Polish area, possibly in connection with planned Soviet transportation operations.

** Comment: The boxcar reserve was established on orders of the Soviet Control Commission. 50X1-HUM

*** Comment: empty rolling stock had been withdrawn across the Oder-Neisse line since late March and early April. The composition of these trains suggests a preparation for military rail movements, since the boxcars are suited for the transportation of personnel and horses, the flatcars with side racks for shipment of vehicles and guns, and the heavy-duty flatcars for carrying tanks. 50X1-HUM

~~SECRET/CONTROL~~ - U.S. OFFICIALS ONLY